

I OBJECT to Route 30 because it:

• Was chosen WITHOUT INPUT from key stakeholders and indeed was chosen IGNORING whilst Cowley village which, despite requests, never had a briefing meeting so that our opinions were NEVER heard – indeed a village briefing was REFUSED in 2019.

• fails to address the best interests of our village.

• is the most expensive option and is the most likely to incur spiralling costs with time, whilst conferring little gain for road users and at the same time inflicting the greatest possible disruption to this AONB, this landscape, these villages and all inhabitants.

• will result in construction traffic that will cause irreparable damage and disruption to local villages/villagers, roads, wildlife and businesses. The roads will be irreversibly damaged and in particular widened, pot-holed, with damaged vegetation/hedgerows/curbs, due to heavy construction traffic.

• will cause huge and everlasting damage to our AONB and could jeopardise the Cotswolds elevation to National Park status! To quote the National Planning Policy Framework (NPPF), “planning permission should be refused for major developments in these designated areas except in exceptional circumstances.” (Paras 176 & 177).

My PREFERRED route is option 12 because:

• it follows the existing A417 route, doing much less damage to the surrounding landscape and our community. By just widening the route half the damage has already occurred!

• It is better for the environment/atmosphere with reduced speed limits of 50 mph producing less carbon dioxide, and are already clearly used in multiple examples of motorways around the country and overseas. N.B. Heads of the Valleys Road construction reduced speed limit to 50mph from 70mph was advantageous for the environment

• It offers minimal disruption to lorries which, whatever option, would be unable to go above 50mph anyway on this ‘stretch’ due to either the significant uphill or downhill gradients.

• It improves road safety, improves journey times (?slightly less), reduces rat-running through villages and improves pollution, whilst, UNLIKE option 30, it preserves more of our wildlife, our farms, our landscape & our treasured public footpaths.

• Given that new information has now come to light secondary to new COVID working practises, Brexit and proposed changes to the speed limit on the existing A417, the research employed now appears OUTDATED and should be re-visited to be relevant to our current times. The Nation, the World, is going electric or hydrogen – potentially before this project even gets completed, potentially started(!), and people will be encouraged to work from home and use public transport because we HAVE TO reduce the number of vehicles on the road, FULL STOP, and not encourage vehicles.